

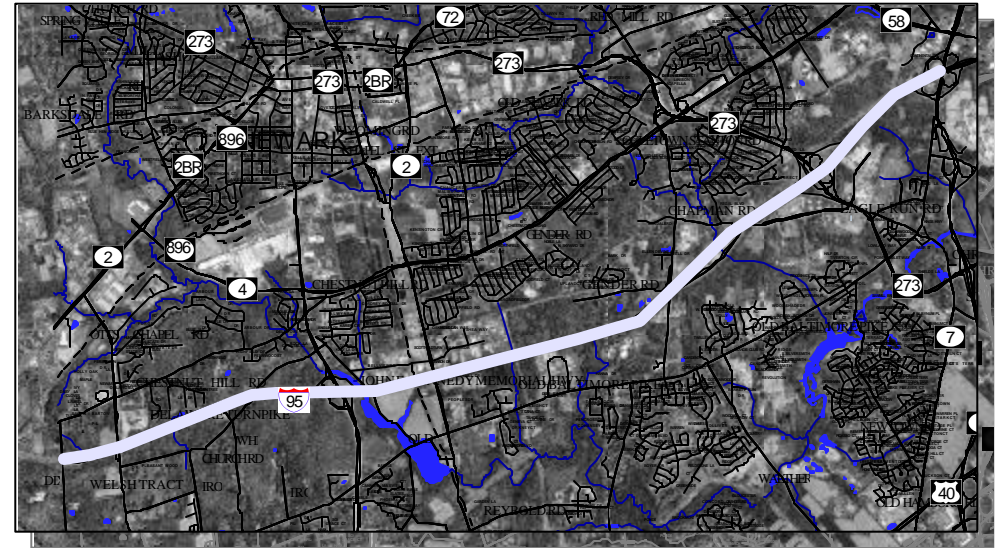
NEW CASTLE COUNTY

***NEW CASTLE
COUNTY
EXPRESSWAY
IMPROVEMENTS***

I-95, MD STATE LINE TO SR 1 INTERCHANGE

PROJECT SCOPE/DESCRIPTION: To conduct a review and provide analysis including recommendations of how to address the increased capacity of the area of I-95 from the Maryland state line through the SR 1 interchange.

PROJECT JUSTIFICATION: This project will document the current travel patterns, levels of congestion, and safety issues throughout the area including the current toll facility. If appropriate, phased alternatives to address any deficiencies will be identified.

**County:**

New Castle

Municipality:**Funding Program:**

Road System – Expressways

Functional Category:

Development

Representative District:

18,23,24,25,26

Senatorial District:

9,10,11



I-95, MD STATE LINE TO SR 1 INTERCHANGE***Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
				1,000			1,000

All \$ X 1,000

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	PLAN	100% ST	1,000	1,000				

All \$ X 1,000

I-95, WILMINGTON VIADUCT TO US202

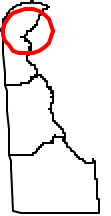
PROJECT SCOPE/DESCRIPTION: Reconstruction and rehabilitation of the existing I-95 pavement from US202 to the PA line was completed and open to traffic in October 2000. The second phase of I-95 rehabilitation is the Wilmington Viaduct Project, which will begin in FY 2002 and continue through FY 2004. The third phase to this rehabilitation involves this project, the reconstruction and rehabilitation of the pavement between the Wilmington Viaduct and US202.

An additional part of the project is the I-95 landscaping. Phase I has been planted. Phase II is scheduled in FY 2002. This work includes adding trees, shrubs, low maintenance grasses, and enhancing the “Gateway to Delaware” at the Pennsylvania State Line.

As part of the I-95 traffic mitigation plans, additional interstate access will be provided on I-495 in Wilmington by constructing two of four missing ramp movements at the existing US 13 interchange. The first ramp will terminate at Rogers Road from I-495 southbound and is currently under construction. The second will merge with the existing ramp southbound US 13 to reach I-495 northbound.

PROJECT JUSTIFICATION: Pavement is exhibiting signs of deterioration and must be replaced.

County:	New Castle
Municipality:	Wilmington
Funding Program:	Road System – Expressways
Functional Category:	Preservation
Representative District:	1, 2, 3, 5, 6, 8
Senatorial District:	1, 3, 4, 5, 13



*I-95, WILMINGTON VIADUCT TO US202 (CONTINUED)**Funding Information*

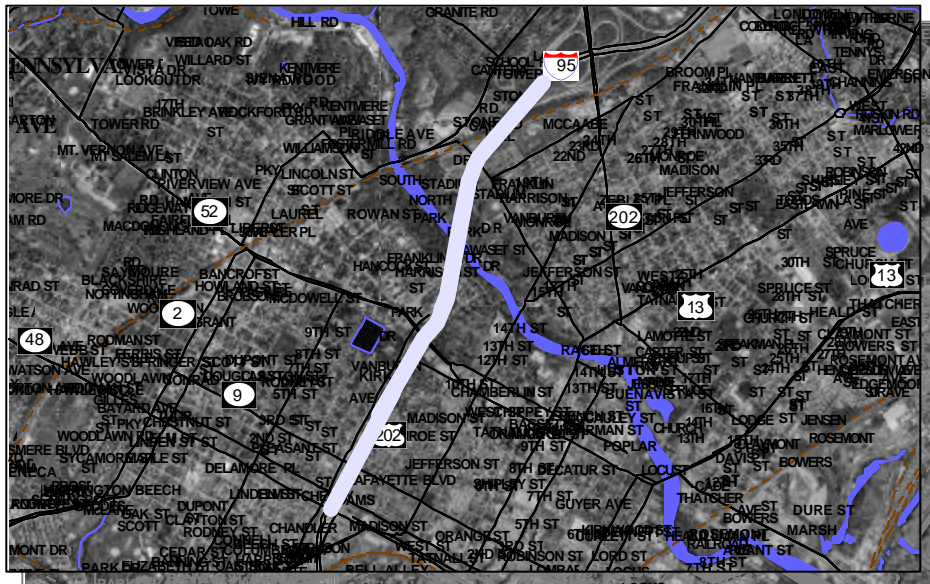
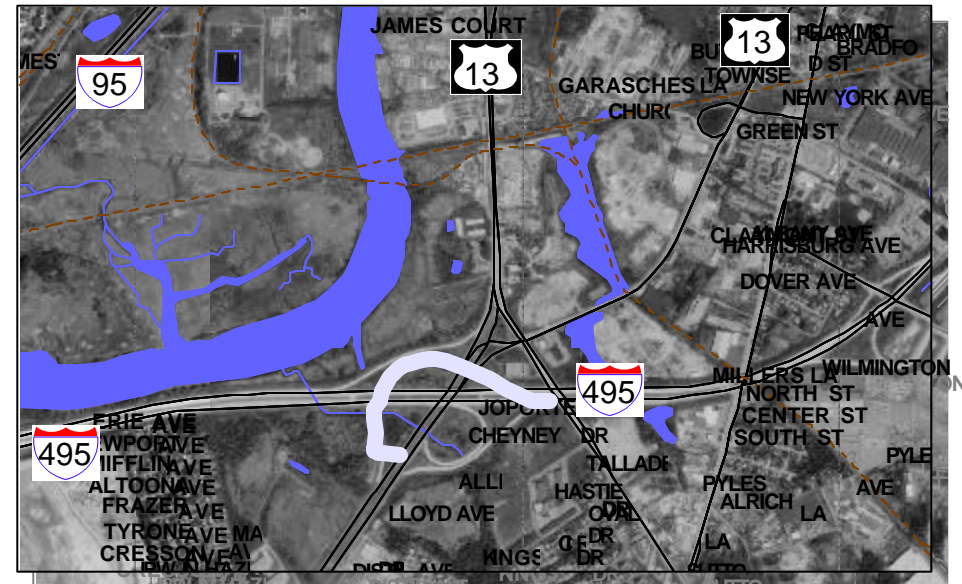
Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
47	113	6,781	7,250	19,350	17,350		50,891

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	Wilmington Viaduct to US202	PE C	90% AC F – Q01 90% F – DISC	3,000 34,700	700	2,300	17,350	17,350	
	Public Information Campaign	INF INF	90% F – Q01 100% ST	500 289	289	500			
	Landscaping	PE C	100% ST 90% F – Q01	65 200	65	200			
	Traffic Management Imps (TMI)	PE	80% F – Q40	1,100	1,100				

All \$ X 1,000

I-95, WILMINGTON VIADUCT TO US202 (CONTINUED)

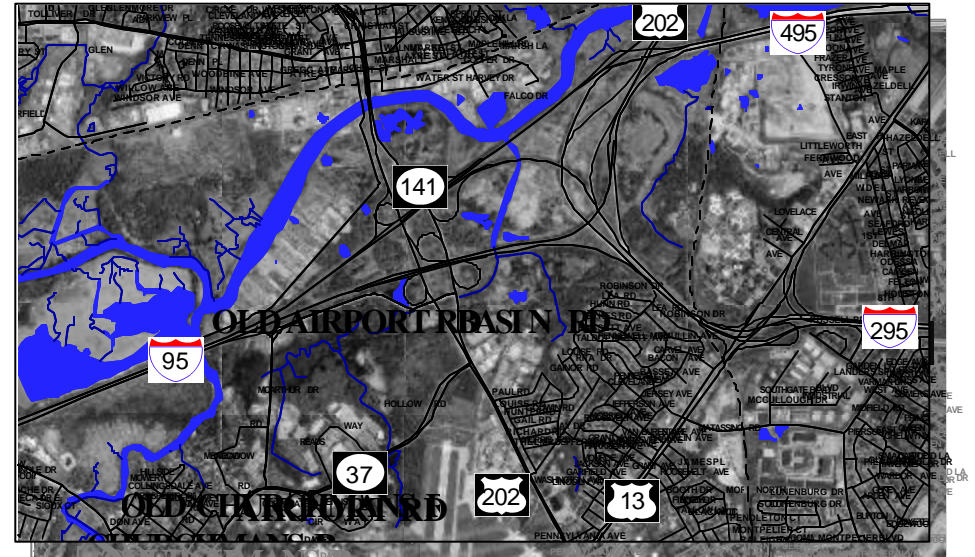
FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	Traffic Management Imps (TMI)	C	90% F – Q01	6,250		4,250	2,000		
	I-495 / US 13 SB Off-Ramp to NB US 13	PE/ENV	100% ST	30	30				
		C		1,100	1,100				
	Churchman's Rail Service		100% ST	<u>1,389</u>	<u>1,389</u>				
	TOTAL			48,623	4,673	7,250	19,350	17,350	

*All \$ X 1,000***WILMINGTON VIADUCT TO US202****I-495 TO US 13 AND US 13 TO I-495**

I-95 AT SR141 INTERCHANGE

PROJECT SCOPE/DESCRIPTION: This project will reconstruct the ramps, improve drainage, and upgrade signage.

PROJECT JUSTIFICATION: This congested interchange has narrow lanes which do not allow for maintenance and/or emergency vehicles.



I-95 AT SR141 INTERCHANGE (CONTINUED)

County: New Castle
Municipality:
Funding Program: Road System – Expressways
Functional Category: Management
Representative District: 15, 16
Senatorial District: 13

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
92	28					10,130	10,250

All \$ X 1,000

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
95-091-06	C	90% F – Q01	10,130					10,130

All \$ X 1,000

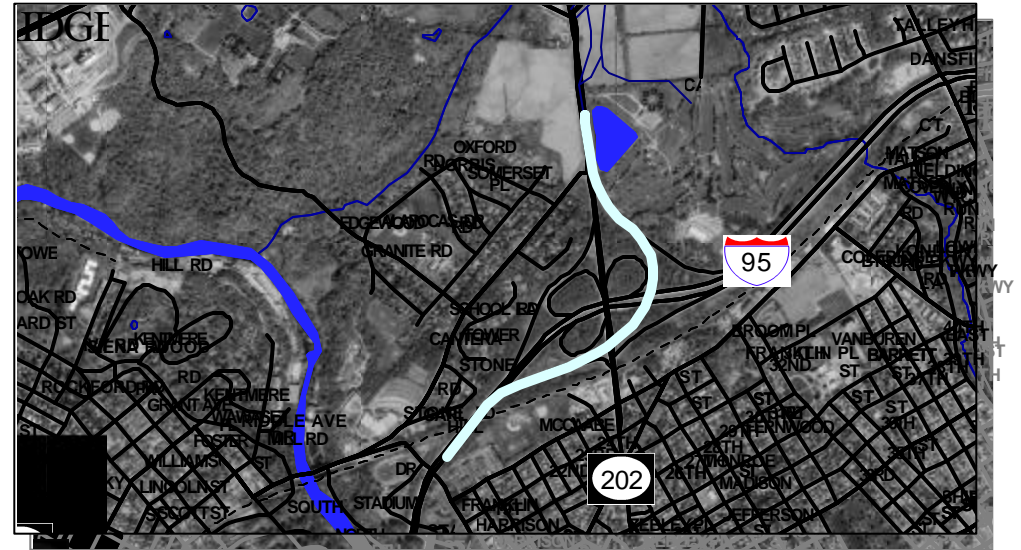
I-95 NORTHBOUND RAMP TO US202

PROJECT SCOPE/DESCRIPTION: Widen the existing ramp from NB I-95 to NB US202 in the I-92/US202 interchange from one to two lanes

PROJECT JUSTIFICATION: The current demand for use of this ramp backs traffic, at various times during the day, onto I-95 as far south as the City of Wilmington. In so doing, it effectively restricts the capacity of two lanes on I-95, where only three exist, and creates a safety problem. With the improvements to US202 as part of the Blue Ball Properties project, and the widening of this ramp, the capacity and safety issues on I-95 will be eliminated.



County:	New Castle
Municipality:	Wilmington
Funding Program:	Road System – Expressways
Functional Category:	Expansion
Representative District:	1,6,11
Senatorial District:	1,4



I-95 NORTHBOUND RAMP TO US202 (CONTINUED)***Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
						21,137	21,137

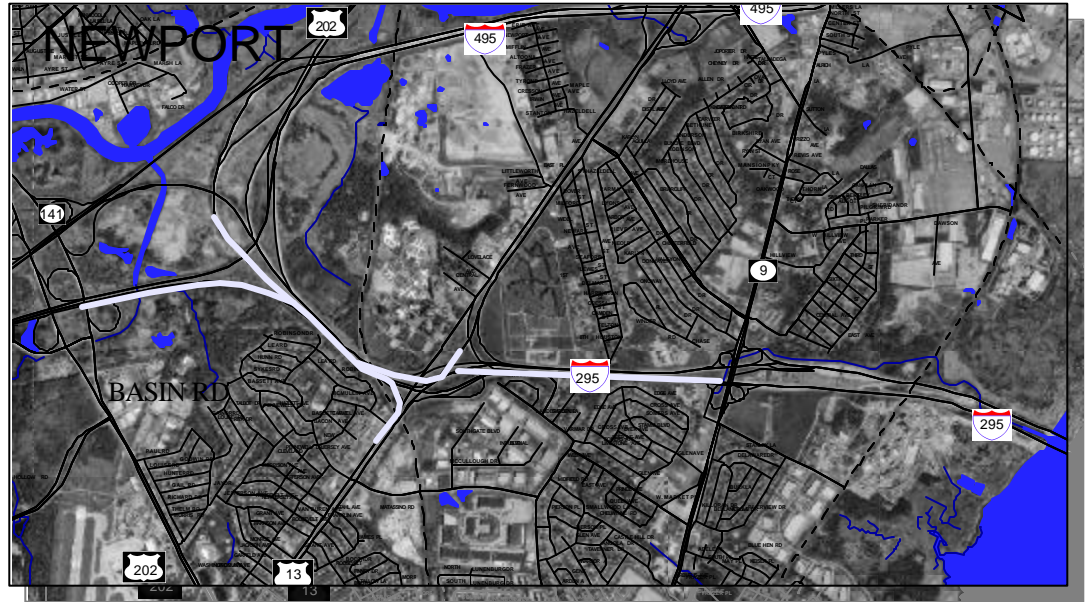
All \$ X 1,000

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07
	C	90% F – Q01	19,000					21,137

All \$ X 1,000

I-295 ROADWAY IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: In FY 2000, the Delaware River and Bay Authority (DRBA) began a 5-6 year rehabilitation project on all the approaches and ramps on the west side of the Delaware Memorial Bridge. The work involves the rehabilitation of the existing pavement, replacement or rehabilitation of bridges, the erection of new high mast light standards, surveillance cameras, electronic signage, and the installation of EZ-Pass readers at the toll plaza. The ultimate objectives are to eliminate dangerous weaving traffic patterns and to provide a new road surface for the entire network. Construction on the eastbound lanes closest to the bridge was completed in FY 2000 and the work closest to the bridge on the westbound lanes is currently under construction.



The Department of Transportation (DelDOT) currently maintains I-295 west of bridges 8E and 8W. DRBA is responsible for the remaining portion on I-295 to and including the Delaware Memorial Bridge. New planned improvements will be a joint effort by DelDOT and DRBA. DRBA will design and manage the improvements with oversight from DelDOT.

Improvements will include:

- Installation of 10 new light standards at \$100,000 each. This cost covers procurement, installation, maintenance, and 30 years worth of electricity, with rate increases paid by DRBA. The light standards will be within the limits of DelDOT maintenance responsibilities for I-295 and US 13. The length of the project is from 1,500 feet west of the Interstate Connection of Northbound I-95/I-295 to 2,400 feet west of US 13.
- A collector and distributor slip ramp with mill and overlay on I-295. DRBA has developed a concept that will solve the existing weave problem for from SB I-95 to EB I-295 to SB US 13. This solution incorporates a collector/distributor (C/D) ramp and barrier to preclude the weave and offers optional routes to replace the moves eliminated by the barrier. DRBA will remove the current ramps from southbound US 13 to the eastbound bridge and construct a new access which will require motorists to travel further south on US 13, and then make a cross traffic turn to get onto the Delaware Memorial Bridge. DRBA, DelDOT, and Federal Highway Administration (FHWA) engineers have analyzed this traffic volume and believe it is light enough to warrant the new pattern. An overlay and pavement rehabilitation to I-295 will also be done. The length of the project is from the Interstate connection of northbound I-95/I-295 to 2,400 feet west of US 13.
- Third lane expansion – DRBA and DelDOT will continue to work together on the I-95/I-295 interchange issues to study lane flexibility and reach a decision that's best for all, at the most effective cost. During peak periods, the current two lane configuration isn't adequate. Air quality issues will need to be addressed. The length of the project is from I-95/I-141 Interchange to 2,400 feet west of US 13.

I-295 ROADWAY IMPROVEMENTS (CONTINUED)

- A joint DRBA/DelDOT workshop to explain the program was held July 17, 2001.

PROJECT JUSTIFICATION: To eliminate safety problems in the area.

County: New Castle
Municipality:
Funding Program: Road System – Expressways
Functional Category: Preservation
Representative District: 3,15,16
Senatorial District: 2,13

***Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
				1,400		9,400	10,800

All \$ X 1,000

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07
	Lighting	C	100% State	1,000			1,000		
	Weave Elimination	PE	100% State	400		400			
		C	100% State	2,300				2,300	
	3 rd Lane Extension	PLAN	100% State	500				500	
		PE/C	100% State	<u>6,600</u>					<u>6,600</u>
			TOTAL	10,800		400	1,000	2,800	6,600

All \$ X 1,000